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Hongkong, 6th May, 1907. 30-2

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.

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DEATHS.

On Monday, May 6th, at his residence "The Hut," Canton Road, Hongkong, CHARLES EDWARD OSBORN, Aged 61. Deeply regretted. The funeral cortege will leave the Roman Catholic Cathedral this (Tuesday) afternoon, at 4.15.

On March 28th, at Alexandria, Egypt, after a serious illness, MRS. CHARLES OSBORN, daughter of Madame Tussot, late of Shanghai, aged 16 years and 11 months.

On April 28th, at Shanghai, FRIEDRICH AUGUST BRANDENBURGER, aged 47 years.

HONGKONG OFFICE: 10A, DES VUEUX ROAD U.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 7TH, 1907.

THERE are so many writers on financial topics willing and anxious to show "exactly why and how" the serious fluctuations on the money market occur, and their explanations are so various, although curiously enough based on the same data, that the inexpert is apt to acquire cynicism in his pursuit of knowledge. Nevertheless, the matters touched upon have such an intimate interest for most of us, that we listen to every bit of evidence with a certain curiosity, if not with the faith they one and all demand. The latest seems to be Mr. MARCUS R. P. DORMAN, with "a plea for a greater proportion of gold to paper," published in the *Monthly Review*. His first point is that *ceteris paribus*, "the amount of the currency determines price." Violent fluctuations are inevitable unless the currency be placed on a firm and fixed basis. A big currency spells big prices; a diminished currency lower prices. After the Bank Act of 1844, the total amount of the currency varied with the amount of the gold held. In 1849, notes in circulation stood at twenty-four millions sterling, and bullion at seventeen millions. Prices were

low (under index number 80) until California and Australia contributed so much gold in 1852, when they rose rapidly. Gold reserves swelled conspicuously everywhere but at the Bank of England. Cheques, of course, the real circulating medium of commerce, neither increase nor decrease the currency. The Bank of England issues forty-five millions in "promises to pay," having to pay with, if demanded, eleven millions of Government bonds, seven millions other securities, and only twenty-seven millions bullion. This is where the Bank Rate comes in as a factor. Mr. DORMAN says:

"In order that the stock of gold should be kept at one level, it is obvious that the amount paid out should not exceed the amount received. If the supply of gold falls short, or the demand for it becomes great, the Bank has to protect itself by raising its rate and so discouraging those who wish to borrow. This happened in October, owing to a recall of gold from Egypt. The Bank raised its rate, and the rate was raised to 6 per cent. When this happens less money is available for investment purposes, and the market price of securities as a rule falls. During the last ten years the rate has been altered very many times, and has varied from 2½ per cent. to 6 per cent. It has, however, on the whole steadily risen as the level of gold in the bank has fallen from £44,000,000 in 1896 to £27,000,000 in October, 1897. It averaged 2 per cent. in 1897, 2½ per cent. in 1898, 4 per cent. in 1899, and in November 1906, it was 6 per cent. The result has been a steady fall in the market price of securities. This movement has been fairly uniform throughout all gilt-edged securities. The prices of Consols, Corporation Stock, Railway, Bank and Insurance Shares, Brewery and old established Commercial Shares, all rose more or less between 1893 and 1897, and have been falling steadily since. In a scientific analysis of the causes influencing market prices, it is necessary to neglect altogether those shares which are constantly used as speculative counters. For example, the great boom in South African mines in 1896 was due to hopeful emotions acting upon a public which did not stop to inquire into reasonable probabilities, and the rapid fall was due to a sudden alarm. But here we are only concerned with the effect of currency conditions on those investments which do not attract habitual speculators."

He next shows the correspondence of the Bank Rate and the amount of gold reserve, and then summarises thus,—that with unlimited paper till 1821 there were violent fluctuations and high prices, with unlimited paper redeemable at demand till 1844 there were falling prices and smaller fluctuations, and with limited paper since (by amount of securities and gold) there has been a further fall in prices and still smaller fluctuations. Ample gold reserves, therefore, steady prices, and the problem is to steady the price of credit also, without doing anything to disturb the money market. There is no way of ensuring equality between gold supply and demand for it, but the percentage discrepancy is largely reduced by augmenting the Reserves. With big reserves, there would be less need to vary the Bank Rate, as has been witnessed in France. Mr. DORMAN would maintain the high Bank Rate for the present, to prevent further withdrawals; he would apply pressure to foreign debtors; and discourage speculation in American rails by high contango rates. Having attracted all the gold possible, he would not permit the corresponding issue of notes, as that would at once inflate prices. He would have the Bank pay for the extra bullion with its securities, and compensate it out of the national exchequer for the loss of interest. "As the whole nation would benefit by having more bullion lying at the Bank, the nation ought to be prepared to pay for it," say three per cent. per annum. In a little time, by this method, we would find the amount of notes in circulation equalled by the gold coin and bullion in stock, and then it would be permissible once more to issue notes against bullion. The currency would now expand according to normal requirements, there would be no panics, and no sudden raising of the Bank Rate. The idea certainly seems a reasonable one. By paying £540,000 a year to the Bank for a few years (while the £18,000,000 worth of gold is being collected) the public would enjoy a low and constant Bank Rate, the price of credit would be lowered, and the price of commodities steadied.

Sir George Armstrong, proprietor of the *Globe*, is dead.

Dr. Harston prosecuted a coolie for trespassing on his servants' quarters. Mr. E. D. C. Wolfe found the defendant guilty, and ordered him to pay a fine of \$15.

An interim dividend of seven and a half per cent. has been declared for the year ending February 28, 1907 by the Board of The Chinese Engineering and Mining Co., Ltd.

There were four plague fatalities last week, and two more up to noon yesterday, making the total eighteen. There were eighteen cases of smallpox last week, all Chinese, fourteen of whom died.

On Kennedy Road yesterday afternoon, as Mr. Binn, wife of Sergeant-Major Binn, was walking along, two Chinese, who pretended to be interested in the pursuit of entomology, approached. One of them snatched a gold necklace from her neck and the pair made off. No arrests have yet been made.

At the Police Court yesterday Mr. F. A. Hasland sentenced a coolie named He Wah to three weeks' imprisonment and six hours' stocks for stealing a jacket belonging to Gr. Dean, R.G.A.

The return of visitors to the City Hall Library and Museum for the week ending the 5th May, 1907, shows that of non-Chinese there were 386 to the Library and 185 to the Museum; and of Chinese 167 to the former and 256 to the latter. The Library was, therefore, visited by 553 persons, and the Museum by 441.

Correspondence published with reference to the Swettenham-Davis incident, shows that Lord Elgin, cabling to Sir Alexander Swettenham, described his letter to Admiral Davis as highly improper both in tone and expression and required him to withdraw unreservedly, as a deep regret. Sir Alexander in reply unreservedly apologised, and simultaneously resigned the Governorship of Jamaica.

A Nanking dispatch states that work upon an electric tramway between the Viceroys' yamen and Hsikuun, where the steamers of the Yangtze service moor, a distance of about six miles, or so, is to commence without delay. The contract for laying the line was given by Viceroy Tuan Fan last December to Tseai Wang Fung-hao.

A New York telegram says that the Arbitration Conference there has not been productive of any tangible results, except the creation of some personal animosities and several violent disputes. "The Times" in an editorial says that the Powers want Carnegie's fantastic project that the principal nations should combine to establish an international force for the preservation of the world's peace.

The *Sin-sing-pao* publishes the following telegram dated April 29th, from Nanchang, Kiangsi:—During a conference between Ma Chuei-yi, district magistrate of Fea ghsinshan and a Roman Catholic priest, named Au Jutung, a disagreement arose between the two whereupon the priest suddenly snatched the Magistrate's sword and fled. The Governor of the province has demanded from the Vice-General the dismissal of the priest before any further conference can take place on the subject of disagreement.

At the Extraordinary General Meeting of the Ewo Cotton Spinning & Weaving Co., Ltd., held on April 29th at the offices of Messrs. Jardine, Matheson & Co., Shanghai, Mr. H. Kewick in the chair, Mr. A. McLeod said this was probably the last meeting for some time over which Mr. Kewick would preside in Shanghai as he was going to Hongkong. Mr. McLeod felt that he was only voicing the feelings of the shareholders when he said that since the management of this large concern had been in the hands of Mr. Kewick he had done everything it was possible for a man to do to achieve success. (Hearty Hear!) They all wished him bon voyage, a pleasant stay in the Crown Colony, and hoped that he would, before long, return to his labours here. It had been Mr. McLeod's pleasure to be a member of Boards of Directors over which he had presided, and he was sure that, speaking for the directors of this company, they had received most courteous treatment and Mr. Kewick had always been ready to give them any information and assistance. They one and all wished him and Mrs. Kewick and their boys bon voyage and they hoped the boys would follow in the footsteps of their devoted father. (Applause.) Mr. Kewick thanked Mr. McLeod and the meeting for their kindness.

Another surprising feature of Japan has been brought to light by the researches of Mr. Banoo Kuro, a prominent statistician. Mr. Kuro has been investigating the extent and causes of suicide in his country. Now, Europeans are accustomed to regard Japan as the country of countries for suicide; but, really, according to the latest estimates which cover the recent increase of suicides, Japan is surpassed by Denmark, France, and Switzerland, the proportion being the comparatively low one of 20 to each million inhabitants. The causes are pretty much the same as those in England. Depression in business comes high on the list, and it is curious to note that, whereas there are only forty male to every sixty female suicides from disappointed love, the men who are driven to kill themselves by the agonies of repentance number seventy-five to every twenty-five women sufferers from this cause. Mr. Kuro agrees that a suicidal tendency exists among the Japanese, but remarks that the circumstances are often pitiful. He quotes a few of the complaints composed by men at the moment of self-destruction. The first was written by a man who died because he could not pay a debt of 200 cash (in P.). "Only for 200 cash," they will say when I die. But if I live, will any lend me a hundred?" Many wretched people in England have experienced just that sense of the futility of sympathy for the dead who in life could get no helping hand.

CHINESE LABOUR IN THE TRANSVAAL.

Telegraphic information has been received in Shanghai to the effect that Mr. J. W. Jamieson, Superintendent of Chinese Labour in the Transvaal, whose appointment for two years was about to expire, has been asked, and has consented, to retain his post another year. From this intelligence it follows that no arbitrary interference with Chinese labour is contemplated by the new Transvaal Government, and it may be presumed that the mining industry will be given time to formulate its arrangements for the gradual replacement of the Chinese by other labourers. There will the wisdom of this step be better appreciated than in the Colony itself, and the Government's action in the matter, though not unexpected, may help to reconcile a large section of the population to its recent political disappointments. At the same time Mr. Jamieson's retention of office is a testimony to his able administration of an arduous post.—*N.C. Daily News*.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

MOROCCO.

LONDON, May 6th.

A coup d'état has been accomplished in Southern Morocco. Mulahid the Sultan's brother, has been proclaimed Sultan.

ELLEN TERRY MARRIED.

LONDON, May 6th.

Ellen Terry, the famous actress, has been married to—Carew.

SHANGHAI RACES.

SHANGHAI, May 6th.

The Spring Meeting open to-day in fine weather after heavy showers, during the night. Appended are the results specially telegraphed to the *Daily Press*.

THE SUBSCRIPTION GRIFPIN PLATE.—Value, Tls. 200. Three-quarters of a mile. Messrs. Oswald and Hunter's Picnic. (Mr C. R. Burkhill) 13st 1lb 1. Messrs. Nephew and Robson's Rheooid. (Mr Hayes) 12st 3lb 3. Mr Jasper's Split Milk. (Mr Ivers) 13st 3lb 3.

Time 1 min. 37-4/5 secs.

THE CRITERION STAKES.—Value, Tls. 400. For China Ponies. One mile.

Mr Quebec's Earlo. (Mr Moller) 13st 3lb 1. Mr Beverley's Brockton. (Mr Hays) 13st 1lb 2.

Mr John Peel's Cotswold. (Mr Johnstone) 13st 2lb 3.

Time 2 mins. 19-2/5 secs.

THE GRIFPIN PLATE.—Value, Tls. 400. Three-quarters of a mile.

Mr Bruce Robertson's Stirrup Cap. (Mr Barkhill) 13st 3lb 1.

Mr G. H. Pott's Manchu King. (Mr Cumming) 13st 3lb 2.

Mr Quebec's Classic. (Mr Moller) 12st 3lb 3.

Time 1 min. 24-4/5 secs.

THE CATHAY CUP.—Value, Tls. 250. One mile and a half.

Mr Barley's Morik. (Mr A. H. Watts) 13st 1lb 1.

Mr Arding's Nimbus. (Mr Jones) 12st 2.

Mr Quebec's Cedric. (Mr Moller) 13st 3lb 3.

Time 3 mins. 25-1/5 secs.

THE POU-M-A-TING CUP.—Value, Tls. 250. For China Ponies. One mile.

Mr Quebec's Mystic (Mr Moller) 13st 1lb. 1. Mr Ballus' Septima (Mr Schnorr) 13st 2lb 2.

Uddle Charlie's Controller (Mr Tom Watts) 3. Time 2 mins 11-2/5 secs.

THE HART LEGACY CUP.—Presented by the late Mr. James Hart. Value, Tls. 100 with Tls. 150 added. Half a mile.

Mr Tworee's Hokuko (Mr Cumming) 13st 1lb 1. Mr Manchester's Snippet (Mr Ballus) 13st 1lb 2.

Mr N. W. Hickling's Maybury (Mr Johnstone) 13st 1lb 3.

Time 1 min. 2-1/5 secs.

THE JOCKEY CUP.—Value, Tls. 200. For China Ponies that have never won a Race. One mile.

Mr Fairbrother's Raceland (Mr J. Brand) 13st 1lb 1.

Mr Ballus' Aries (Mr Schnorr) 12st 3lb 2.

Mr Rensick's Moonlight (Mr Skinner) 13st 2lb 3.

Time 2 min. 09-4/5.

THE KIANGSU CUP.—Value, Tls. 250. One mile and three-quarters.

Messrs. Toog and Spies's Chobalis (Mr Waukenmiller) 13st 1lb 1.

Mr Ballus' Septima (Mr Schnorr) 13st 1lb 2.

Mr John Peel's Quorn (Mr Johnstone) 13st 1lb 3.

Time 4 mins. 50-4/5.

THE ECLIPSE STAKES.—Value, Tls. 300. For China Ponies. One mile and a quarter.

Mr Bruce Robertson's Sandfly (Mr Burkhill) 13st 2lb 1.

Mr Ballus' Merkuris (Mr Schnorr) 13st 2lb 2.

Mr G. H. Pott's Mougol King (Mr Cumming) 13st 3lb 3.

Time 2 mins. 47-2/5.

THE CHIEF CUP.—Value, Tls. 200. For China Ponies. One mile.

Mr Moller's Mire (Mr Burkhill) 13st 1lb 1.

Mr Arding's Bombardier (Mr Jones) 13st 1lb 2.

Mr Richmond's Spindrift (Mr Campbell) 13st 1lb 3.

Time 2 mins. 13-3/5.

[REUTER'S SERVICE.]

GERMANY.

LONDON, May 4th.

The Reichstag has voted the establishment of an independent Ministry for the Colonies.

PRINCE FUSHIMI'S VISIT

LONDON, May 4th.

The programme for the reception of Prince Fushimi has been definitely fixed. The Prince and Princess of Wales, the Duke of Connaught, the Duke of Argyll, the Duke of Fife, Lord Roberts, Admiral Seymour, Sir Henry Campbell-Bannerman, and Sir Edward Grey will receive the Prince at the station in London.

SUPREME COURT.

Monday, May 6th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

APPEAL AGAINST A MAGISTRATE'S DECISION. The appeal was decided in which the Building Authority was respondent and Fung Chan-yuen appellant.

The Attorney-General, Mr. H. H. J. Gompertz, instructed by Mr. G. E. Morrell, Crown Solicitor, appeared for the Building Authority, the appellant being represented by Mr. M. W. Slade, instructed by Mr. D. V. Stevenson (of Messrs. Deacon, Looker and Deacon).

The Chief Justice stated that section 229 (3) of the Public Health and Building Ordinance expressly declared that the commencement of works without approved plans as required by section 222 was a nuisance, for which the remedy was abatement under section 230. The first conviction of the magistrate, though bad, therefore stood, and there was now no room for a second conviction under section 230.

The Justice Judge concurred with this decision.

Mr. Slade asked for costs. Mr. Gompertz—The Building Authority is the Crown; costs cannot be given against the Crown.

The Chief Justice—Is there not a fund for costs in a case such as this? In some Colonies there are.

Mr. Gompertz—No. The Chief Justice—But the Crown cannot escape its obligations.

Mr. Gompertz—I could not have asked for costs had I succeeded. Your Lordship would not have granted them.

The Chief Justice—I do not see why I should not. We must give a final decision now, and then you can take what steps you like. It seems to me as if the Building Authority was an independent Board created by the Legislature for the purpose of looking after the Sanitary work and acting independently of the Government.

Mr. Gompertz—There is no Building Board. The Justice Judge—The Building Authority is the Board.

Mr. Slade—Under the Public Health and Building Ordinance the Building Authority was appointed in the person of the Director of Public Works or some other person appointed by the Governor in Council, and he is directed to carry out certain duties by the Ordinance. As the Building Authority institutes prosecutions we may presume there is a fund for that purpose. We cannot go into that, but if there is a fund for prosecutions there should be one for costs when the prosecution is unsuccessful. The question is whether we have power to give costs against the person who has instituted these proceedings. That person is not the Crown; he is the same as an excise officer and can be made personally liable.

The Chief Justice—But these proceedings were not instituted by Mr. "Smith," Building Authority. Mr. Slade—By the Building Authority; there could be more than one at the same time, I think. But that is immaterial; he is separate from the Crown.

The Chief Justice—If it is a separate body, acting independently of the Government, I think we can give costs.

Mr. Gompertz—Look at the Ordinance. The Chief Justice—Well, we must go into it.

Mr. Gompertz—In this case the Building Authority is the Director of Public Works.

After hearing a case quoted by Mr. Gompertz the Chief Justice intimated that the point would have to be considered.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

GODOWN WARRANTS.

His Lordship delivered judgment in the action in which there were so many claimants for 10,000 bags of flour. He said (in part): In this case the title to the property in a considerable number of bags of flour, to which there are many claimants, is in issue. Stated very briefly, the material facts are these. The Kwong Yik Wo were large dealers in flour which they kept stored in the Hop Yick Godowns. The firm obtained advances on its consignments of flour from the Fat Kee and Hung Sheng Firms, and from the Yan On Insurance Co. and also from Mrs. Musco, the owner of the godowns. In consequence of financial difficulties the managing partner of the firm, Lee King Shek, disappeared, and the firm was made bankrupt, the Official Receiver being appointed Trustee. Ho Sam, the manager of the Hop Yick Godowns, also disappeared at about the same time. Immediately after the disappearance of the principal actors in the transactions which have led to these proceedings, it was discovered that very little flour remained in the godowns, and what was there had been seized by Mrs. Musco. Some of the flour was subsequently found in the Po On godowns, deposited in the name of Chan Wai Chee or of Chai Kee. At the conclusion of the plaintiff's evidence the counsel for the defendants submitted that there was no case. After taking time to consider I came to the conclusion that at the stage of the proceedings the only question before the Court was whether the plaintiffs had proved their title and that I should not call on the defendants to proceed to the proof of their case; and that therefore the motion was properly made. This judgment therefore results from the motion. Where there is a contract for the sale of unascertained goods, no property in the goods is transferred to the buyer unless and until the goods are ascertained. This is the provision contained in Section 18 of the Sale of Goods Ordinance No. 4 of 1895, which is reproduced from Section 16 of the Sale of Goods Act, 1893, of the United Kingdom. I pass to the question whether in this case the goods the subject of the pledge have been ascertained. The first point which occasions me some difficulty in connection with this question is this:—It was admitted, and the facts are too strong not to warrant the admission, that it was possible, if not probable, that the same flour was pledged both to the Fat Kee and the Hung Sheng and also to the Yan On, probably also to Mrs. Musco; and I have been puzzled to see clearly how such a double pledging is consistent with the ascertainable fact which is necessary to constitute a valid contract, because it seems to be that it was this very absence of direct ascertainability by marking, as it was suggested the bags of flour should have been, or by some other means, which led to the possibility of this second pledging, assuming it to have occurred. This point was re-argued at my request; and to a certain extent my difficulty has been removed, though not entirely. It seems to me possible that the introduction of the godown keeper as an almost inevitable intermediary in the transaction makes it unwise for me to attach too much importance to this consideration: as I conceive that it is possible for such marks as it is practicable to adopt and to be put on the bags by the first pledgee, to be removed by the godown keeper before the inspection by the second pledgee; and so on. I may point out in this connection that in *Mayerstein v. Barber* (L.R. 2 C.P. at p. 52) Willes J. indicated that he was by no means clear that the delivery of the key of the warehouse was really the symbolical delivery of the goods inside that it is generally assumed to be, for this reason: that the warehouseman may make a duplicate key and give that to the second purchaser. The train of thought implied in the doubt is the same as that which is in my mind on this question. But although I still have doubts I am not prepared to base my decision upon it, and I am not disposed to hold that of itself the second pledging is conclusive of non-appropriation. The question is therefore this—does what took place by way of visit and inspection by the pledgees amount in law to an ascertainment of the goods pledged? From the evidence it is clear that however much care the two different pledgees took to see that there was more than enough flour in the godown to cover their respective loans, there was no sorting out, no separation of the bags on which the advances had been made from the mass of the bags in the godown; and I therefore have to see whether this is a sufficient ascertainment within the decisions on the subject. So far as this part of the case is concerned, being of opinion that in this matter pledge and sale stand on the same footing, there has not been a sufficient appropriation of the bags of flour to enable me to hold that the property has passed to the Fat Kee and Hung Sheng firms or to the Yan On.

The judgment of Lindley L.J. in *Mills v. Charlesworth* (25 Q.B.D. at p. 425) was referred to, where he says: "In point of law possession of goods may be changed by agreement without any physical change in their position, or in the position of the person who actually guards them. The right to possession may be transferred by agreement and the character in which the custodian holds them may be changed by agreement." Unquestionably; but this is subject to the settlement of the prior question—Is there a possession which may be changed? In other words one the goods are ascertained the above principle applies, but not before. The case shows the importance of ascertainment of a godown keeper when the question is, has there been a transfer of possession, such as in the case of *Young v. Lambert* (6 Mo.P.C. 421). Precisely the same principle was adopted in *Grigg v. National Guardian Assurance Co.* (1891, 3 Ch. at p. 211), and many other cases which were cited. But they all decide questions which arise after the ascertainment has taken place. Subject to the question of estoppel this really disposes of the case; but there were other incidents of the pledge which I must notice, if only to show that I have not overlooked them. [His Lordship having shown this, proceeded.] I am told that it is the practice in the Colony to advance money on godown warrants, that they are in fact looked on as documents of title, and that a decision adverse to the pledgees of the warrants will do much to shake the foundations on which the commerce of the Colony is based. Obviously it is hard that a person who advances money in perfect good faith should, when a fraudulent bankruptcy intervenes, find himself deprived of his security; but I have simply to explain the law as I understand it, after the most able and exhaustive arguments on both sides, and to enforce it. As Willes J. said in *Mayerstein v. Barber* (L.R. 2 C.P. at p. 51) "I must not consider what may happen to persons who omit to use vigilance, and consequently have the misfortune to be over-reached." It is however expedient that I should say something as to the nature of godown warrants, which seem to be treated as if they were documents of title, as to which there is much that is opposite to the practice of advancing money on them, in *Gunn v. Bolokow Vaughan and Co.* (L.R. 10 Ch. App. 491). There was in that case a "wharfinger's certificate"; the effect of which, as provided in the contract, was that "payment of certain goods was to be made by buyer's acceptance of seller's drafts at six months against inspector's certificate of approval, and wharfinger's certificate of each 500 tons being stacked ready for shipment." Mellish L.J. said: "It professes simply to be what it is, a certificate that those tons are

ready for shipment. It is merely a security to the buyer that such things as actually there. It is not the same thing as the inspector's certificate. The inspector examines the rails while they are being manufactured at the manufactory, and certifies that they are properly made. The wharfinger certifies that those rails have been actually brought down, and are actually ready for shipment. "It is utterly impossible, in my opinion, to make that out to be a document of title. A document of title is something which represents the goods, and from which, either immediately or at some future time, the possession of the goods may be obtained. In this way a bill of lading represents the goods while they are at sea, and by which, when the goods arrive at the port of destination, the possession of the goods may be obtained. So also a delivery order is an order for the delivery of the goods either immediately or at some future time; generally immediately on the presentation of the delivery order the party is entitled to the goods. Therefore it represents the goods. It is perfectly plain that the certificates were never intended to represent the goods, and the goods could never have been obtained by it. There can be no doubt that the man who would hold the bill of lading would be entitled to the goods, because that is a real document of title which represents them. Then it is said that there is a custom of the trade to treat these certificates as warrants. Now, in the first place, there is no evidence of such a custom. That these certificates are often pledged, and that as between the party who pledges them and the party who advanced money they would be evidence of an equitable charge, is, I think, very probable." So in the case of a godown warrant.—It is an acknowledgment that the godown keeper has so much flour deposited with him by a person whom he assumes to be and treats as the true owner, or at least the person entitled to possession: coupled with an undertaking to deliver the goods to any one who produces the warrant; or to any one to whom, in accordance with the original godown, the warrant is endorsed. In this case there was a provision for greater safety as to the use of certain chops in connection with the endorsement. Title to the property is the absent element in the original contract of storage, and it must be absent throughout: so that the warrant never is, and never could be, nothing being changed in the circumstances, a document of title. It never can be anything more than a document entitling the holder or indorsee to the possession. Therefore, if persons will advance money on such a document, they must do so at their own risk: the main risk, of course being, that some one with an actual document of title—the bill of lading—may turn up and oust them from their possession. But looking at the case from the point of view of the delivery order, on which some stress was laid, and as if there had been such an order, again the prior question comes to the front in such a case as the present: Was there possession? i.e. Were the goods ascertained? So we get no assistance from the case of *Gunn v. Bolokow Vaughan* in support of the plaintiff's claim. And if the delivery order is of no use by itself to pass the property in the absence of ascertainment, so none of the other facts which I have mentioned are of any additional weight in furthering the plaintiff's case. After discussing decisions on the law of estoppel at great length, His Lordship went on: As it is, I am unbound by it [*Woodley v. Coventry*], though I do not understand it. And the effect of the decision is that the property passed. The creditors of Kwong Yick Wo, who are represented by the Official Receiver, are not bound by the estoppel, and so far as the bankrupt's estate is concerned, the plaintiff cannot set up this estoppel. The result is this:—That in the action for trover against the Plaintiff On and Chan Wai Chee, the plaintiff fails, and the defendants are entitled to judgment with costs, and in the interpleader issue, the plaintiff also, as against the defendants fail. It may be however that they have a charge on the property which would be good against the trustee in bankruptcy; but this point was not sufficient argued for me now to decide it. On the other hand, Chan Wai Chee in spite of his judgment in the action of trover, must still establish his title in the interpleader issue: as also Chan Wai Chee and Chai Kee, who is not a party to the action for trover. The matter now really passes into the region of bankruptcy: but as the trustee is party to the issue, the further questions can be debated as arising out of the issue. It cannot be said that the result of the unravelling of these complicated proceedings is other than unsatisfactory to all parties concerned. There has been a gross and palpable fraud, and the consequences fall heavily, perhaps even more heavily, on persons who have not been sufficiently wary to prevent them being over-reached.

TITLE TO GOODS IN GODDOWNS.

In *re The Koe Guan Co. T. & Co.* the *Yan Marine & Fire Insurance Co. Ltd.*, and the *Yan The Koe Guan Co.*, together with *Bun Tin* and *Thong Seng* sued the Trustee in Bankruptcy of the *Hang Sang Cheong* in respect of the various rights which they allege they possess in connexion with consignments of tin, one of 299 slabs, the other of 300 slabs, which were sold to *Hang Sang Cheong*, and consigned to that firm by the *Waihora* on or about 23rd December, 1914, from Penang. The *Koe Guan Co.* are owners of the *Waihora*. They are also assignees from the *Hongkong and Shanghai Bank* of the documents in respect of which the Bank had made advances to the vendors of the tin. They claim as such assignees a declaration that they are entitled to a first charge on all the slabs of tin to the amount of \$49,223.15, the amount which the *Co. has paid to the Bank on the failure of*

Seng Cheong to meet the bill drawn on him, and which he had accepted. Bun Tin Kee and Thong Seng also claim a declaration that, subject to the charge in favor of the Koo Guan, they are entitled respectively to the 290 slabs and the 300 slabs, as unpaid vendors who had reserved to themselves a right of disposal of and the property in the said slabs. These two plaintiffs having sold their respective consignments of tin to the Hang Seng Cheong, in accordance with the contract, drew on that firm for the price at thirty days, negotiating the bill of exchange with the Hongkong and Shanghai Bank branch at Penang; the Bills of Exchange, which were indorsed in blank by the vendors, were sent to the Bank in Hongkong, and were accepted by the Hang Seng Cheong on 5th January. The *Waihora* arrived in Hongkong on or about 7th January. The agent for the ship in Hongkong was the Kam Tak Tai firm. On the same day Hang Seng Cheong obtained possession of the tin from the agent, informing them that the Bill of Lading had not arrived, giving them a Letter of Guarantee. He then stored the tin in the Hop Yick Godowns, and on the 8th January pledged 150 slabs to the Yau On Co. for \$19,000. On the 10th he pledged 150 more slabs to the same company for a like amount, and on the 11th he pledged 220 slabs to the King Kee for \$15,000, depositing the respective godown warrants with the lenders, on which endorsements of the pledges were made. The Trustee in the bankruptcy of Hang Seng Cheong thereupon took out an interpleader summons, and an issue was ordered in which *de Koo Guan Co.*, Bun Tin Kee and Thong Seng were made plaintiffs, and the Yau On and King Kee firms defendants. On these facts, the issue, with which the Court is becoming, almost too familiar, is again raised in consequence of the fraud of the procreator of the goods in question, as between the assignees of the Bill of Lading and the holder of the godown warrant. He seems to have been a past master in the art of discovering the weak spots in the commercial system of the west, and turning them to his profit, leaving, for a second time, two innocent parties to fight it out over the relics of his fraudulent purchases in his bankruptcy. Except as to the manner in which the wrongful possession of the goods was obtained, the case is identical with that tried before me last November, between Khoo Teck Seong and the Hung Yue Bank, in which the trouble was brought about by another fraudulent device of Hang Seng Cheong. The plaintiff relies on my judgment in that case, which disposes of many of the points raised in the Statement of Defence; and in which I decided that the title of the holder of the Bill of Lading must prevail against that of the persons who had advanced money on the godown warrants. I am of opinion that the case for the defendants fails. It may be very hard on persons who have advanced money with perfect good faith that they should be deprived of the property pledged them; but if people will advance money on pledge of property to persons who allege that they are the owners, taking for security a hypothecation of godown warrants merely, without verification of their title, and without enquiring whether a living Bill of Lading is outstanding, they must take the consequences. And all this elaborate argument which has been advanced on their behalf serves only to re-inforce the old-established principle that the title of the bona fide holder of the Bill of Lading must prevail. There is only one question remaining as to which I feel some difficulty that I felt during the trial. I do not understand the jointer of the two plaintiffs and King Yee to be suing in independent rights: the second claiming only the event of the first plaintiffs failing, or in respect of any balance remaining after the first plaintiff has been satisfied. I think they have an interest in the tin and that the right claim is good, but I do not understand the procedure adopted to give effect to it. From what I have said I think *de Koo Guan* is entitled to judgment. But the question of the other plaintiffs should be argued by counsel unless the matter can be arranged.

ALLIGED BREACH OF CHARTER.

His Lordship delivered his decision in the action in which Messrs. Carlewitz and merchants of 2, Connaught Road Central, Hongkong, sued the Lombard Steamship Company, Ltd., of 23A, Great St. Helena in the City of London, for the recovery of \$12,600 being damage sustained by plaintiffs by reason of the breach of charter party of the British steamship *Salamanca* entered into at Hongkong on 7th February 1902.

He allowed the claim for damages resulting from the breach of the charter on the ground that there was full notice to the owners that the charterers were going to enter into another charter which would result in profit to themselves.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived Shanghai at 4.30 p.m. on Saturday, the 11th, and left again at 4 a.m. Sunday. Hongkong where she is due to arrive at 4 p.m. on Tuesday the 7th May.

The I.G.M. str. *Gruisander* carrying German mails with dates from Berlin of the 11th, has left Singapore on Saturday 4th 12 at night and may be expected here on about Thursday, the 9th of May, at 5 a.m.

In point of fact, the work of the world has to go on, day in, day out; and if a man is not enough to get shut of it on Sundays, he is to employ his leisure after the fashion he considers best for himself. So he falls due observance, and secularises his Sunday

THE MISSIONARY CONFERENCE.

THIRD DAY.

April 28th was devoted to educational questions, and after a rather warm discussion, a resolution favouring the idea of a Christian University composed of Denominational Colleges was carried.

On the subject of unity—the shibboleth of the two previous sessions—the Rev. S. Coulton from Chingcheou said something worth quoting:

Freedom, he considered, was of far more importance than union. Union meant compromise—union on what was common to both sides. Anything peculiar to one side had to be eliminated; but were not those very peculiarities a source of glory and of strength? Baptists, Anglicans and Presbyterians were really different types of men (loud laughter). Much was lost by any attempt to get uniformity in all things. Oxford and Cambridge might save many thousand souls a year by union (loud laughter), but it would be a national calamity if they were to unite. The more variety they had the better (laughter). The difficulties in the North had never been theological. Perhaps the North had loved each other with a little more difficulty since the union. (Laughter and applause.)

An Anglican wrote: The peculiar interest of the Anglican Conference [held just prior to the general conference] lies in two facts: first, that there is hardly one of the British or American Missionary Societies now at work in China which does not acknowledge the Church of England as the stock from which its foundation sprang; secondly, that the Anglican Communion stands as a sign-post, if it is not yet a bridge, between those great Protestant Missionary Societies and Churches, on the one side, and the even greater Roman Church Missions on the other. It would be an interesting indeed if during these days of Centenary Conference the assembled body of Missionaries were to be wholly unmindful of those who are followers of the same Gospels, believers in the same Lord, taught by the same Spirit. The Roman Missions were the first to take up the work the Nestorians had failed to do; they are still far in the number of their converts; and with a consistency at least as great as that of the Protestant fellow-Christians then have secured their faith with their blood in many a persecution. It is true that they cannot join in the Conference, it is true that we cannot appreciate some of the methods of work which they adopt. But it is no less true that we share a common Christianity, that we serve a common Lord. It is partly because the Anglican Communion stands midway between these two great forces that it enjoys a position of peculiar importance and that its Conference has a peculiar interest.

That Conference was moreover a representative one. Seven Bishops and sixteen delegations from the clergy assembled for it. The Diocese whose Bishop was absent was the Victoria, which lost its Bishop so tragically the typhoon of September, 1906. The Conference could not but feel the loss of so good a man as Joseph Hoare, a man who looked forward with keen interest to its assembly, who would have assuredly borne a leading part in its deliberations.

On April 30th a paper was read by Mr. Lewis, who said: Since the Boxer year the war between China and Japan, the people in the Chinese communities are recognizing that China has nothing to fear from the Evangelical Churches, but that it may aid in reform. This is not true of Roman Catholic Church. The difference between them and us are expressed in the current proverbs, to the effect that the former control lawsuits, but not converts, while latter control converts, but not lawsuits. It says that the R. C. Church is easy to enter, hard to leave, the Protestant hard to enter, easy to leave. The great need of China is more evangelists to carry the Gospel everywhere. The ideal of the Christian Church has always been that every believer is an evangelist, so on, and so on.

FUNNELS AND FLAGS.

THE SHIRE LINE OF STEAMERS.

The following appeared in the *Evening Guardian* of March 23rd:

Registered March 11th, with capital £250,000 in 21 shares, to acquire the business carried on in London and elsewhere as the Shire Line. The subscribers are:

N. J. Jenkins, 6 Lloyd's Avenue, E.C., shipowner.
 F. E. Nash, 46, Cumberland M'isons, Marble Arch, W., Colonial agent.
 A. E. Crump, 6 Lloyd's Avenue, E.C., secretary.
 E. E. Hills, 6 Lloyd's Avenue, E.C., clerk.
 Sir Thomas Brocklebank, Bark, 20, Bixteth Street, Liverpool.
 A. Brocklebank, 20, Bixteth Street, Liverpool, shipowner.
 R. A. Brocklebank, 20, Bixteth Street, Liverpool, shipowner.

No initial public issue. The first directors to be appointed by the subscribers; remainder £50 each annum (£5000) extra for Lieut. Jenkins (chairman).

CREW THREATEN TO STRIKE.

There was considerable trouble on the steamer *Bantu*, which arrived in ball Colombo on April 17 from East London, her way to Diamond Island, the ship's 30 natives in all, refusing to proceed further, and asking to be discharged. The Captain declined to allow this, as according to the agreements they had to complete the voyage. The crew, however, insisted on their discharging, that their time was up. Eventually, however, they yielded to the order of the Captain that they should proceed to Rangoon and get their discharge, says the *Times* of London.

It appears that the crew signed an agreement in Bombay to the effect that twelve months had expired, if the ship bound for Burma via Cape Fyfe, they would bound themselves to complete the voyage to that destination. The crew of the *Bantu* did not sign last year, were produced before the Master Attendant for breach of duty. Most exemplary punishment meted out to them, the Master A. giving them three months' rigorous punishment. The *Bantu* left for Rangoon the same evening.

CHINESE IMMIGRANTS IN MALAY MINES.

Though extensive Chinese navigations are recorded from the days of Marco Polo, and may be traced in an earlier period, while abundant remains of their settlements can be identified in distant parts of Asia, the emigration of them to other continents was not until the nineteenth century which the nations of the West have interested to-day began only with the era of steamships. These 19th century emigrants went not, like their ancestors, on a mission of commerce and colonisation, but under a system not widely differing, at any rate at first, from that under which their next population was supplied to the West Indies. It would be impossible to estimate with any approach to accuracy the number of Chinese who had been introduced during the last 50 years to the Continents of America and Australia. But within the confines of the British Empire alone, and outside our settlements in Chinese territory, it may safely be computed that at this moment the numbers of the Chinese population exceed the surprising figure of three quarters of a million.

The following figures have been compiled by Mr. G. T. Hays, M.C. of the Straits Settlements, from census returns of the years 1911.—Straits Settlements and Federated Malay States, 581,672; Burma and Indian colonies, 41,330. The increase in the first named settlements, 41,330. The increase in the first named settlements between 1901 and 1911, together with the immigration from South Africa, would bring the total over 750,000. In Hong Kong and Wei-hai-wei he included, it can be estimated with certainty that a million and a quarter of Chinese are now living under British administration.

When Malacca was taken from the Dutch during the Napoleonic wars, a considerable element in the population was found to be Chinese. Chinese had mainly peopled the East India Company's settlement of Penang since its earliest days, and the Government of the Straits was still struggling for authority to maintain the establishment of Singapore, the foundation of that settlement as a free port in 1819 had already attracted a rush of Chinese settlers. Within half a century of the death of Raffles, the Penang Chinese acquired such extensive interests, that Larut, the wealthiest province of Perak, had become battleground of what amounted virtually to Chinese civil war. The bone of contention was the possession of the rich tin mines. The contending Chinese parties to connect themselves with one or other of the quarrelling Malay fractions, the native Rajas filled, really, only a secondary role. Both parties were banished from Penang; each put forward a Malay Sultan of its own; and a curious and interesting part in this chaotic situation was played by the adventurous Englishman, Captain Speerdyk, who, with Krupp gun and a body of Indian troops, asserted his own exertions, bidden to hope that he was destined to complete the career of Brooke in Borneo.

It was this turbulent condition of affairs, the mischief resulting therefrom to the trade of the Strait Settlements, which led, in 1824, to the initiation, by Governor Sir Andrew Clarke, of a policy of active intervention in the Malay States. The Rajas had for long failed to maintain even a show of effective administration, and the reaction of the Chinese, bitterly and confusedly, upon the native Malay political life had become the normal state of affairs; and piracy was the ordinary livelihood of all sections of the community. From the establishment of British protection, and with it of a civilised and stable government, the history of these countries, now the Federated Malay States, has been one of uninterrupted striking prosperity, achieved by Chinese immigrants whose population now resident in the Federated Malay States is composed of the main elements—the "Hokkies," as they locally termed, from the Foh Kien provinces China; the Cantonese (including natives of inland of Hainan), and the "Kells" from Hu Chao. The latter provide the majority of tin miners. The whole Chinese population reckoning in traders, fishermen, agriculturists, as well as artisans, numbered 195,000 to rather approaches 4,000, or more than 50 per cent. of the entire population. The actual labour force engaged in the mining industry may be placed at a figure slightly under 20,000. By including the numbers employed in smelting, wood-cutting, various allied trades directly subsidiary to mining industry, the total gain-giving would raised by some 10 per cent. As this mining industry is the backbone of these countries, economic importance to them of the immigrant Chinese is apparent. Their actual contribution to the wealth of the Federation may be clearly realised from the following figures. The revenue for the current year is estimated at \$26,684,000. Of this amount the taxes falling directly upon the mine industry are valued at \$1,044,000 is valued at \$3,242,130; while another \$1,044,000 is raised indirectly, from the Chinese community as a whole. For 73 per cent. of the whole revenue, in other words, the Chinese are almost, if not quite, exclusively responsible. Nor is this all. The remaining 27 per cent. of revenue are made up of railway receipts, customs duties and charges of a nature; and to these the Chinese, as by far more wealthy and industrious than the rest of the community, certainly contribute much more than the average man. While the Chinese supply, it is almost, for economic purposes a negligible quantity, roads have been laid, railways built, swamps reclaimed, and a general prosperity surpassing that of any other of tropical dependencies has been secured, at the expense of the industrious Chinese immigrants.

In the primitive days of the tin miners, trade and communication were still unimproved, the great bulk of the coolies sailed under indentured contracts. This meant a great mobility; imported their laborers by the loads; planted them down in isolated mines, which they had nowhere to escape, save into jungle; housed and fed them at their expense, and paid them practically at their discretion. Though it has steadily lost ground, this system will naturally die hard, and is with important modifications, in force on an extensive scale. As the practice of indentured labour has been abandoned, the need has occurred from one of the provinces of the Federated Malay States. The terms of his contract are explained to him in his own language, precaution which has already, at an early stage, been adopted in the case of local recruits. A coolie may renounce on the expiry of his indentures, or may be released before the original period has run, but under circumstances to be extended beyond three years nor any "outside" (three years) contract beyond five. As a matter of fact many of the *sinkins* are absorbed in a "free" labour class before many months of their contracts have run.

The "free" labourers are either ex-servants of their connexions who have followed them

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China. According to the nature of their work "paid" labourers are employed either on piece-work contracts or on wages. The *mai-chang* or piece-work labourers get their *mai* from the *ching*, a cubical measure containing 150 cubic yards. For the greater portion of the mining is of the "open cut" description, and the *mai-chang* is the only one, which gives them their name, is on the whole, of over-burden, at so much per *ching*. Work is also found for them in lifting the tin sand, on the construction of water courses, and other occupations suitable for piece-work. Their rough labour, an essential preliminary to the more skilled work of the gangers, gives them a poor, but steady, share of the wealth they finally appropriate, and it is generally with them that any labour troubles arise.

It remains to speak of by far the most popular and characteristic system; that, namely, of *hutu* or "tribute" labour. "Tribute," of course, is known in other mining countries, but nowhere is it so common as here. A fact (or, doubtless, the characteristic) of the mines and of the miners is that the tin of the Mela State and of alluvial workings is chiefly, if not entirely, worked on a *hutu* basis. I have said, by open-cut methods. No great capital consequently is needed, and the conditions are all in favour of co-operative work on a comparatively small scale. A successful coolie or small trader gets together a band of friends and connexions, secures a small piece of land, five or six acres, perhaps, in an area, and commences to work it on the system of profit-sharing known as *hutu*. The organizers constitute himself *adams*. The *adams* has the capacity to be a capable leader, for the provision of blankets, clothing, food, and the necessary implements. He has the selling of the ore, in which, however, he is very closely watched by a long acquaintance, running for six months or twelve, shows the exact share of production due to each coolie after each sale, sends against the innumerable petty advances he has received. As the advancee undertakes the initial outlay on credit, and has also the money risk of a busy speculation, he is recognized as a *hutu* man, and his price should not be fixed strictly to the ruling market rates, even if they have had any luck, each member of the *hutu* association may well find quite

respectable sum to his credit at the half-yearly or yearly settlement. Co-operation is found to stimulate the working capacity of the average coolie to such an abnormal extent that frequently the well-to-do *fostai*, when faced with labour difficulties, adopts the method of bribing capitalist and converts his undertaking into a "tribute" mine. He may no longer have become "advanced" or part of the new class, but with the privilege of performing "that office," he manages to convert to himself the increased *daka's*, or tribute, of 10 per cent. of the ore. The Chinese when they choose can be the most indefatigable of workers; and with the prospect of a fortune before him, the coolie who lately struck at a seven-hours day will cheerfully labour for nine, and put more work into each of them. He observes no Sunday, his festivals are few, and in the long intervals between them it requires no slight attraction to induce him to take a holiday. The industry of the individual miner, which is an important factor in the production of such a result, is due to the expectation that except in the case of dire emergency he will not be treated as an open question, for even the wealthiest employer, whether *hua*, will not prove more remunerative than the alternative method.

For smaller men there is even a question. From an economic point of view there are grave objections to *hua*, since obviously a *kongsi* would find that it can win but a bare subsistence for any particular plot of ground will desert if, having worked, in favour of the first fair prospect of better luck. But such objections cannot

be expected to wain "win" the hearts of the population of the Malay States, the people who all allowance be made, are not an industrious, peaceable, and wage-earning labour, 55 per cent of the entire mining force are estimated to be engaged in co-operative working. It is evident enough that an industry such as this has developed in the Malay States which has been described has grown up on lines very different from those that would have been laid down had it depended upon European capital from the beginning. There is, as a rule, no thing about a Malay tin mine of the elaborate machinery associated in our minds with modern mining, nor, in general, even the use of modern tools. It favours simple methods of working, being unskilled, and requires little equipment. And the simplicity of the system stimulates, as I have said, the industry of the community as a whole, by holding a process of wealth before the eyes of even the smallest and poorest of the community. It has been recognized, therefore, that the country and the Chinese are admitted to one another; and the effect of the legislation have been confined to regulating customs whose growth has been spontaneous in accordance with their own spirit. The weakness of this policy is vindicated by its results. From very small beginnings, and within the life of a generation, the Malay States have come to provide the world with two-thirds of its tin supply.

The industry belongs to the Chinese, and the main mass continue in their hands, no one would seek to deprive them of their property. Within three degrees of equator, there can be no question of making the Malay States a "white man's country." Common sense teaches that their fortune with the race which has built up their present prosperity. And honesty acknowledges that they have earned their position fairly, so also their sterling qualities entitle them to retain it. It is, of course, important to bear in mind that the Chinese immigrants of the Peninsula belong to the lower, in many cases the lowest stratum of the race, and that their own countrymen have been down-trodden and oppressed and coming to a new land, with fair opportunities, they have had to build up a society from the beginnings, without the guiding influence of established custom. They have no aristocracy among them, and their social hierarchy is based on wealth at that, but even the "self-made" *leutak* is given to us as a native, there are many ways in which he makes an excellent citizen. His appreciation

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Untold Agony—Afraid to Be
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Getting Better—In Awful State.**

**CURED IN ONE MONTH
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[illegible]

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[illegible]

liberty and order makes him both loyal and abiding. Though ready to fight, he can be defeated; and he is not. He is a patriot, but not a militant patriot; and he is ready to combine with others for public good. Towards causes that appeal to him he will show compassion for liberty with the weak as well as the strong. He is ready to open his purse in the interests of education, of technical education in particular, and in the capital of the States a Chinese hospital and a Chinese orphanage. One of his chief duties are made manifest and raised by a tax on tea, levied by agreement at the voluntary suggestion of the community as a whole. Although his interests are rather commercial than political, there is ready to perform such duties as are asked of him in the political sphere. Seats on the town councils, in the Legislature, in the State Senate, in the House, in the State Council of Education are filled by tens of thousands, although they are not for forward to take matters which they regard as falling within the white man's province, their presence is of distinct advantage to the Government, and their advice when asked on protection is shrewd and useful. As members of boards of trustees for visiting foreign students, and in similar institutions, they play a more or less of the greatest value. It said, in fact, that here, as in other countries, immigrant Chinese have failed to demonstrate capacity of constructive political-administrative achievement. Their record is not at all in that direction. But it has here proved more conspicuously than in other lands that the indubitable qualities, Their universal enterprise, and hard work have conferred an undoubted measure of prosperity upon their

WEATHER REPORT.

The Hongkong Observatory yesterday the following report:—
On the 6th at 11.15 a.m.—The bar has risen considerably in N. China, and rapidly over Japan.
The depression is moving Eastwards Japan.
Moderate variable winds may be expected in the Formosa Channel, and moderate over the N. part of the China Sea.
Hongkong rainfall for the 24 hours at 10 a.m. to-day, 0.63 inches.

The forecast for the 24 hours ending to-day is as follows:—		S.W.
Hongkong & Neighbourhood		derat.
Formosa Channel...	...	Varia
South coast of China between Hongkong and Lamocke		San
South coast of China between Hongkong and Hainan		San

TO LET

TO LET.

NO. 8 GRANVILLE AVENUE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.

Hongkong, 21st March, 1907. 678

TO LET.

NO. 6, LYBEMOON VILLAS, Kowloon.
Possession from 1st March next. Fire Rooms and Tennis Court. Rent \$125 per month including taxes.

Apply to—
Care of "Daily Press" Office.
Hongkong, 21st January, 1907. 241

TO LET.

REDUCED RENT.

"SUMMER HOUSE," Mount Kellett.
Apply to—
PERCY SMITH & SETH.
5, Queen's Road Central.
Hongkong, 8th May, 1907. 539

TO LET.

NO. 1, WEST END TERRACE, Shamsen Canton.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1907. 191

TO LET.

NO. 23, LEIGHTON HILL ROAD.
Immediate Possession.
Apply to—
THE COMPTON, Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. 338

TO LET.

WELLBURN, No. 81 the PEAK.
Apply to—
JAVA-CHINA-JAPAN LIJN.
York Buildings.
Hongkong, 22nd January, 1907. 254

TO LET.

NOS. 3 & 5, CARNAYON VILLAS, Kowloon.
Apply to—
HEWAN & CO.,
No. 15, Connaught Road, West.
Hongkong, 1st May, 1907. 324

TO LET.

NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown.
Apply on the Premises.
Hongkong, 20th March, 1907. 610

TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & CO., LTD.
Hongkong, 3rd January, 1907. 137

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1907. 192

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply—
SECRETARY.
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 301

TO LET.

NO. 5, "ORMSBY TERRACE," Granville Road, Low Rent.
Apply to—
SPANISH PROCUSSION.
Hongkong, 23rd April, 1907. 756

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPTON'S DEPARTMENT.
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1907. 197

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, in WONG NEI CHONG ROAD, GODOWNS in PRATA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1907. 191

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms. This property would be divided into two or more houses to suit tenants.
Apply to—
BEACONSFIELD ARCADE, Fine Shops and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).
Apply to—
BELLIOS TERRACE HOUSES, ROBINSON ROAD.
No. 3, ALBANY.
No. 1, COLLEGE GARDENS, Furnished, and use of Piano. Immediate occupation till end of September, 1907. Cheap rent.
Apply to—
WELLBURN, No. 81, PEAK. 6 Rooms and Tennis Court.
Apply to—
LINSTEAD & DAVIS.
3rd Floor, Alexandra Buildings.
Hongkong, 22nd March, 1907. 1102

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TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suited for storage of any kind of merchandise.

Apply to—
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

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QUEEN'S GARDENS, PEAK ROAD.
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DENISON, RAM & GIBBS.
Hongkong, 2nd May, 1907. 859

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NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 2nd May, 1907. 860

TO LET.

"DUNHEVED" 38, Robinson Road, or FOR SALE.
Nos. 27 and 31, SEYMOUR ROAD.
4 New Houses in KENNEDY ROAD, near Wan Chai.
Apply to—
SAM WANG CO., LTD.
81, Queen's Road Central.
Hongkong, 13th November, 1906. 1103

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
No. 33, CAINE ROAD.
GREENHOF, GARDEN ROAD.
Kowloon, Redecorated, Electric Light, Tennis Court.
Apply to—
LEIGH & ORANGE,
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Hongkong, 3rd May, 1907. 94

TO LET.

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2 Semi-attached HOUSES, Nos. 138 and 139, MACDONNELL ROAD. Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarters and Grass Tennis Court.
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FAIR VIEW, No. 1, Robinson Road. Directly situated immediately below Sir Paul Chater's mansion, containing Six Commodious Rooms with Verandahs and Large Halls, has a commanding view of the harbour, and is in the healthiest location and has a small front garden.
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Hongkong, 28th April, 1907. 820

TO LET.

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters.
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OFFICES No. 5, ICE HOUSE STREET. Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—
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Hongkong, 24th December, 1906. 105

TO LET.

IMMEDIATE POSSESSION.
NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

"DARTMOOR" CONDUCIT ROAD.
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REUTER, BROCKELMANN & CO.
Hongkong, 23rd April, 1907. 795

TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.
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Hongkong, 23rd April, 1907. 795

MR. HALDANE'S SCHEME.

The following important letter has appeared in the Times:—Sir, Mr. Haldane's scheme for a National Army has now been before the country long enough to enable a view to be taken of it as a whole, and an opinion formed as to the extent to which it will meet our military needs. As president and vice-presidents of the National Service League, we ask you to allow us space for a brief consideration of its merits and shortcomings.

At the outset we desire to say that we approve the scheme in no captious or unfriendly spirit. We recognize to the full the great ability, the earnestness, and the single-mindedness with which the Secretary of State for War has carried out his difficult task. Before formulating his proposals he has given long and careful study to the question; he has consulted representatives of the military forces of the Crown, and he has been assisted by the best military advice—advice, however, which it must not be forgotten, was conditioned by the desire to reduce expenditure and the reluctance to depart from the principle of voluntary enlistment for the National Army. Moreover, Mr. Haldane has had the advantage of six years' experience in the conduct of a nation in arms with all the forces of the country welded into one, which, as he truly said, was "the only safeguard for the public interests, should war break out."

We do not think it unfair to assume that proposals produced under these conditions represent the best that can be obtained under a system of voluntary enlistment. Let us see what this best is. What will it give us, and what will it fail to give us?

We do not desire to refer to the proposed organization of the Regular Forces. These will apparently remain much as they are at present. The National Service League is mainly concerned with Mr. Haldane's proposals with regard to the constitution of the National or Territorial Army.

What will there be behind the Regular Forces under Mr. Haldane's scheme? When these have gone abroad there will be nothing behind them except the so-called training battalions, which are simply enlarged depots, and a mass of men who are the Volunteers under a new name. The Militia, which, notwithstanding its shortcomings, was a great value in the South African war, will be gone.

The proposed "National Army" will be neither national nor an army. On the one hand, it will not draw into its ranks any of the classes which fall to serve at present. On the other hand, it will not be in any sense an army until six months after the emergency has arisen, and it is intended to meet it, it is to be trained on a Volunteer basis; and this training, it is now universally admitted, will not produce force capable of meeting highly-trained troops in the field, the only troops to be called upon to encounter. Under Mr. Haldane's scheme the six months' training, which would go far towards fitting the Territorial troops for their duty, is to be given after the crisis is on duty, in anticipation of the day when they are to be called upon to meet an enemy.

It is to be observed that the faults we have just pointed out in the new system are independent of the question whether or not the Secretary of State for War will get the men he asks for. It is needless to say that if it does exist on this point, he will not get it. It is impossible to see how Mr. Haldane's scheme can be carried out under any of the proposals, as an engagement to perform a national duty the class that is favoured is that of the pleasure-seeking and the self-indulgent. Every willing man, every patriotic, of whatever rank or class—from a Lord Lieutenant to the poorest—is to be asked to contribute in money or work, or both, to the national defence. The man who will go free in the latter and shrink.

Destructive criticism is, however, easy; it will naturally be asked what we propose in place of the scheme which we are criticizing. At the risk of trespassing somewhat on your space, we desire to give a very short outline of what it is that the National Service League asks for—in outline which we hope shortly to supplement by a programme entering into all necessary details.

We are glad to feel that in many important points we are in entire agreement with Mr. Haldane's proposals. We accept—indeed, we welcome—the idea of a National Army. It is welcome because it has been advocating for what this association has been advocating for five years ago. And we are equally in agreement with the principle that the National Army should be properly organized in divisions, brigades, and the other necessary military formations, with the due proportions between various arms and services, and with proper equipment. This is indeed, a principle which we can accept, and which a certain number of isolated firms in the year, and eight, or even fifteen, years in camp, will give the country a force which will be within measurable distance of being equal either to meeting foreign troops in defence of these islands, or to supplying efficient reinforcements for the Regular Army when employed on a great war abroad.

What we ask is that the six months' training laid down by Mr. Haldane as a necessary to make the Territorial Forces for the field should be preceded by the militia, and that it should be made compulsory on all able-bodied males of the military age. For the three years subsequent to that in which the training takes place, the man should come up for repetition courses of a fortnight in a year, and during the four years following the first training and the repetition courses they should be liable for service on full liability. At the end of these four years all liability to service should cease. In the case of the Regular Army—or expeditionary force of 160,000 men, to use Mr. Haldane's phrase—being sent abroad for a great overseas war, the Territorial Force should be embodied, and the reinforcements and expansion required by the Regulars provided by voluntary engagement from it. We have no fear but that the national spirit would, in time of war, provide all the reinforcements required. What the national spirit cannot do is to improvise trained soldiers, or to turn raw levies into efficient troops at short notice.

Such, in a few words, is the system we desire to see introduced. We submit that it will give us a real and reliable military organization instead of what, with all respect to Mr. Haldane's honesty and ability, is at best but a makeshift. The Secretary of State for War has gone so far in the direction in which we believe, that he would give him national safety lies that the one thing requisite to maintain it—namely, compulsory training on a national duty. Without this no satisfactory military system is possible, and, so long as voluntary enlistment is our only source of supply, we shall simply go on rounder and rounder. Profoundly convinced of this truth, we appeal to the nation to support the principle of universal military training which we advocate, and, by joining the National Service League,

help to form that great basis of public opinion which must necessarily exist before so vital a reform can be carried out.

We remain, &c.,
Roberts, F.M., President.
Wellington, Vice-President.
Meath, Vice-President.
Milner, Vice-President.
Raglan, Vice-President.
The National Service League, 72, Victoria Street, S.W., April 3.

THE ILL-FEELING AT LAHORE.

There is not much doubt that the excitement prevalent among the native population of Lahore has been engendered by the commitment to trial of the Editor and Proprietor of the Punjab for attempting to promote feelings of enmity and hatred. A sentence of six months' rigorous imprisonment was pronounced by the Punjab High Court, on April 17, Sir William Clark said that, had the court noticed in the defendants any signs of regret at their offence, it would have been pleased to mitigate the sentence. It noticed no such signs, and the only alteration the Court made was to reduce the sentence from six months rigorous, to six months' simple imprisonment.

As the prisoners were being removed the Chief Judge addressed them, remarking that they should go away quietly in the conveyance provided for them, and create no disturbance, and that they would not be hanged.

Following this a number of assaults upon Europeans took place in Lahore in the course of the day.

It appears that the police received only about 20 minutes' notice that the Chief Court's judgment was to be delivered at noon, and there was in consequence, no time for the authorities to make arrangements for the prevention of a disturbance, such as proved adequate on the occasion of the Lower Court's decision in the same case.

A very slow and dilapidated gharry was all that could be commandeered on the spur of the moment for the removal of the prisoners, and the rate at which it proceeded from the Court to the Jail, enabled a fair number of sympathizers to keep pace with it for about half the journey, and these seemed to be engaged in shouting and at the escorting constables and constables at the prisoners, but there was more than one bull on the wrong target. The gharry having thus had a good send off, the mob proceeded to the Mall, and here most of the assaults referred to occurred. A Sergeant Instructor of Volunteers, had his trunk stopped, and he received many blows with sticks accompanied by opprobrious observations upon the uniform he wore.

A German gentleman was dragged from his place in the gharry, and was being severely handled by the crowd, when a young British officer, who happened to be standing at the door of a European shop, ran to his assistance. He knocked two of the rabble down, and, arresting a third, had the satisfaction in a few moments of seeing this last removed to the lock-up by a constable, who together with half a dozen other police waited, and Mr. Phillips, Inspector, had just arrived upon the scene, the presence of this formidable body representing the law having the effect of routing the whole mob. A gentleman connected with the National Bank, another, a Chartered Accountant, were also insulted and assaulted on the Mall. A correspondent also stated that he had not heard of any European ladies having been insulted on that occasion. Fortunately the but weather kept indoors the few who had not departed to the hills. In the City at which speeches of a grossly improper and seditious nature were made, and later a procession was formed but the police prevented its entering the Civil Station, and after a tour of the city environs, it broke up.

RUSSIAN DETECTIVE TALKS.

TWO ENGLISH MISSIONARIES AS JAPANESE SPIES.

One of the most prominent Russian political detectives, Mr. I. Persitz, who is in England in connection with the visit of the Dowager Empress of Russia, had many strange experiences during the war with Japan, throughout which he had charge of the Russian secret service.

Much of his time was occupied in checking the movements of the Japanese spies. Mr. Persitz tells of the discovery of two hostile spies in the persons of apparently innocent English missionaries.

"While I was in Mukden," he told the Daily Mirror, "we were much harassed by the fact that Japanese spies were sending letters full of information about our plans through the Chinese post."

"I bought a complete Chinese costume, including a pigtail, and dressed three trustworthy men up as Chinese. In these disguises we crossed over into Chinese territory, and when the mailcart, which is a very light affair, something like two bicycles fastened together, appeared he barred the road, and I fired a gun into the air."

"This so scared the mail men that they fled precipitately, and I was able to examine all the letters from Mukden."

"Among them we found letters from two English missionaries to the Japanese authorities giving information about Russian movements."

"On my return to Mukden I laid the case before Lord Leopold Brooke, who was acting there for Russia's Agency. The missionaries were sent away, and through Lord Leopold's great tactfulness the unpleasant incident was smoothed over."

In another of Mr. Persitz's adventures the central figure was a man who was recently charged in London with complicity in a diamond robbery. He had been doing a lot of supply business with the Japanese, and the Russians badly wanted information from him. Going to Mukden he was arrested as a Japanese spy. Playing a game of bluff the military authorities ordered him to be shot, and face to face with the firing party he consented to tell all they wanted to know.

"About this time Kuropatkin badly needed shells, and this man helped to get quantities of ammunition through by a novel trick. The shells were packed away at the bottom of boxes of opium and run into Port Arthur at night-time in trucks."

"The Japanese were much puzzled as to how we were keeping the stock of ammunition replenished."

A Good Appetite
comes only by having a perfect acting liver and good digestion—both can easily be obtained by using

Beecham's Pills.
They are a reliable remedy for the cure of
BILIOUSNESS, LASSITUDE, POOR APPETITE, IMPAIRED DIGESTION, COSTIVENESS, WIND & PAINS IN THE STOMACH, DISCOMFORT AFTER MEALS.
and all other troubles which arise from a disordered liver or stomach.
They cleanse the system, give tone to the digestive organs, and will, if taken according to directions, restore you to sound and vigorous health.
BEECHAM'S PILLS are specially suitable for Females of all ages. Every woman Sold at all Drug Stores and by all Medicine Vendors in boxes, price 6d., 1s., and 2s.

Nature's Own Food The concentrated nourishment of Fresh Milk

PLASMON
One ounce contains more food value than a beef steak.

TRY **PLASMON** OATS Go twice as far as any others
COCOA

The Wisdom of the East Demands the Best the West can give.

Watson's Dundee Whisky (No. 10)
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INSURANCES

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY
TOTAL FUNDS AT 31st DECEMBER, 1906 £17,837,119.

I. AUTHORIZED CAPITAL... £23,000,000
SUBSCRIBED CAPITAL... £750,000
PAID-UP CAPITAL... £87,500 0 0
II. FUND FUNDS... £3,388,720 19 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
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EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.
PRICES MODERATE.

A TACK & CO.,
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MARTIN'S APOLLO STEEL PILLS
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SANTAL MIDY
These tiny Capsules—superior to Copaiba, Cubeba, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience. Each Capsule bears the name MIDY.

LADIES' REMEDY
For functional troubles, delay, pain and those irregularities peculiar to the sex.

APIOLINE (CHAPOTEAU)
Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.

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Documents translated from or into Classical or Colloquial Chinese.

SHIPPING.

ARRIVALS.

HONGKONG, French str., 300, Le Boul, 6th May—Sailon 3rd May, Rice and General Chinese.

DEUCALION, British str., 4,476, M. H. F. Jackson, 5th May—Amoy 4th May, General—Buttefield & Swire.

HONGKONG, Japanese str., 2,302, K. Tsuji, 5th May—Kutchinotsu and Japan 30th April, Coal—Mitsui Bussan Kaisha.

HONGKONG, British str., 2,090, Henry Peters, 6th May—Panang and Singapore 30th April, General—Chinese.

HONGKONG, French str., 743, Coriel, 6th May—Haiphong and Hanoi 5th May, General—A. E. Marty.

ICHTA, Italian str., 2,784, D. Maganzini, 5th May—Bombay and Singapore 25th April, General—Carlowitz & Co.

KWILIN, British str., B. A. Hards, 6th May—Chinking 2nd May, General—B. & S.

KWONGSANG, British str., 1,128, W. Palmer-Baker, 6th May—Wuhu via Swatow 26th April, General—Jardine Matheson & Co.

KYOTO MARU, Japanese str., 2,000, N. Wakatsuki, 6th May—Saigon 9th April, General—Japanese.

LOONG-ANG, British str., 1,492, P. N. Leon, 6th May—Manila 3rd May, General—Jardine, Matheson & Co.

MEERCO, Chinese str., 1,349, J. McArthur, 6th May—Shanghai 2nd May, General—Chinese.

MICHAEL JENSEN, German str., 851, H. Bendixen, 5th May—Hobart 4th May, Rice & General—Jensen & Co.

IRAMANG, German str., 1,241, E. v. Mangelstedt, 5th May—Bangkok 24th April, Rice and Mail—Butterfield & Swire.

SHACHING, British str., 1,907, L. D. Northcombe, 6th May—Shanghai 2nd May, General—Butterfield & Swire.

STAM, Danish str., 3,575, J. B. Corlan, 6th May—Salang 17th March, General—Order.

TORA MARU, Japanese str., 3,223, K. Kato, 5th May—Shanghai 2nd May, Flour—Nippon Yusen Kaisha.

DEPARTURES.

6th May.

Driford, British str., for Japan.

Humbler, British str., for Kobe.

Hopson, British str., for Haiphong.

Kwong, British str., for Canton.

Lyda, German str., for Saigon.

Mifon, Chinese str., for Canton.

Ufo, Norwegian str., for Bangkok.

CLEARANCES.

6th May.

Shocho Maru, Japanese str., for Swatow.

Siam Den, Chinese str., for Shanghai.

Xingyang, British str., for Canton.

Xingyang, British str., for Canton.

SHIPPING REPORTS.

The British str. Shaching reports: Light variable winds, foggy weather.

The British str. Hong Hee reports: Fine weather and smooth sea throughout.

The British str. Longgang reports: Experienced light variable winds and smooth sea with fine clear weather.

The German str. Phraung reports: Fine weather, smooth sea, light N. E. swell and N. S. W. and N. E. winds all the voyage.

The British str. Kwonggang reports: Mod. to light variable wind, sea smooth and clear weather until near Swatow, thence thick fog and continuous heavy rain. Swatow to Hongkong—Light breeze, sea smooth, cloudy with mist, thick fog on approaching Nine Pins Group.

VESSELS PASSED ANJER.

April 16, British str. Nestor, Day, April 16, from Batavia, for Amsterdam.

April 17, Dutch str. Wits, Bageluis, April 17, from Batavia, for Rotterdam.

April 18, Dutch str. Metrop, Bakker, April 18, from Batavia, for Rotterdam.

April 18, Dutch str. Faber, Albert, April 18, from Batavia, for Amsterdam.

April 18, Dutch str. Loh, Van Bienen, Mar. 2, from Amsterdam, for Batavia.

April 21, British str. Idemaer, Wright, April 19, from Singapore, for Christmas Island.

April 21, Dutch str. Philips, Hazard, April 21, from Batavia, for Amsterdam.

April 24, Dutch str. Van der Putte, Mar. 16, from Rotterdam, for Batavia.

April 24, British str. Dwyer, Bican, Mar. 17, from Amsterdam, for Batavia.

April 25, Dutch str. Hoorde, Hoorde, Mar. 17, from Batavia, for Amsterdam.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

The Company's Steamship

"BAITAN,"

Captain J. W. Evans, will be despatched for the above Ports TO-DAY, the 7th inst., at 12 o'clock, noon.

For Freight or Passage, apply to DOUGLAS, LAFFRAK & Co., General Managers.

Hongkong, 4th May, 1907. 870

ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM HONGKONG TO SAN FRANCISCO via KOBE & YOKOHAMA.

The Steamship

"APPALACHE," ... 11th May.

For Freight and Further Particulars, Apply to—

SHEWAN, TOMES & Co., Agents.

Hongkong, 7th May, 1907. 256

CHINA COMMERCIAL S.S. CO. LTD.

NOTICE.

The Steamship

"SULSANG,"

Captain W. D. Welch, will be despatched for SALINA CRUZ, MEXICO, via KOCBINOTZU, JAPAN, on SATURDAY, the 11th instant, at 4 p.m.

To be followed by the s.s. "DAPHNE" sailing about the 25th instant.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Ltd. Hotel Mansion.

Hongkong, 6th May, 1907. 753

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NOTICE IS HEREBY GIVEN that neither the Captain of the s.s. "TWERDEK" nor the undersigned are responsible for any debts contracted by her crew without proper Authority.

GILMAN & CO. 850

Hongkong, 1st May, 1907.

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SECTION.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	SALAZAR	Brit. str.	—	Alland	MESSAGERIES MARITIMES	On 14th inst., at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SUMATRA	Brit. str.	—	P. W. Bruce	P. & O. S. N. Co.	About 8th inst.
MARSEILLES, HAVRE, ANTWERP & HAMBURG	DOROTHY	Dan. str.	—	Eekhorn	MELCHERS & Co.	About 10th inst.
COPEHAGEN & RUSSIAN, SCANDINAVIAN PORTS	SENEGAMBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 20th inst.
BELEN, via PORT OF CALL	PETRONIA	Dan. str.	—	—	MELCHERS & Co.	About 15th June.
TRIESTE, &c. via SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	To-morrow, at Noon.
HAVRE & HAMBURG via STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Girtenbrau	HAMBURG-AMERIKA LINIE	On 17th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	Schonfeldt	HAMBURG-AMERIKA LINIE	On 14th June.
TRIESTE, &c. via SINGAPORE, &c.	HELENSTAUEN	Ger. str.	k.w.	D. Mistrorigo	HAMBURG-AMERIKA LINIE	On 21st inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 29th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	Kelley	GIBB, LIVINGSTON & Co.	About 15th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	DODWELL & Co., Ltd.	On 16th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	ARNHOLD, KARBURG & Co.	About 12th June.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	SHEWAN, TOMES & Co.	On 11th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	CANADIAN PACIFIC R. Co.	On 9th inst., at 4 p.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	CANADIAN PACIFIC R. Co.	On 22nd inst., at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	CANADIAN PACIFIC R. Co.	To-morrow.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	TOYO KISEN KAISHA	On 22nd inst., at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	CHINA COMMERCIAL S.S. Co.	On 11th inst., at 4 p.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	Today, at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	MELCHERS & Co.	On 23rd inst., at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	GIBB, LIVINGSTON & Co.	On 1st June, at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	MELCHERS & Co.	About 26th June.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	QUICK despatch.	—
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	JAVA-CHINA-JAPAN LINE	Today.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	Today.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	Today, at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	OSAKA SHOSSEN KAISHA	Today, at 8 a.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, Daylight.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	MELCHERS & Co.	About 7th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 9th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	MELCHERS & Co.	About 8th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 20th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	About 8th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	P. & O. S. N. Co.	About 18th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	P. & O. S. N. Co.	About 10th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	MELCHERS & Co.	About 10th inst.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	DOUGLAS LAFFRAK & Co.	On 12th inst., at 9 a.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	DOUGLAS LAFFRAK & Co.	Today, at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	On 10th inst., at 10 a.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 p.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	SHEWAN, TOMES & Co.	On 18th inst., at Noon.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	On 8th inst., at 10 a.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	DAVID SASSON & Co., Ltd.	On 9th inst., at 3 p.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 3 p.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
SEGOVIA	SEGOVIA	Ger. str.	k.w.	—	CARLOWITZ & Co.	On 19th inst., at Noon.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL.

SHANGHAI, CHINGWANGTAO, "HANGSANG" Wed., 8th May, daylight.

SHANGHAI, CHINGWANGTAO, "KWONGSANG" Friday, 10th May, Noon.

SINGAPORE, PENANG & CALCUTTA "KAMSANG" Friday, 10th May, 3 p.m.

MANILA "LOONGSANG" Friday, 10th May, 4 p.m.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Hongkong, 7th May, 1907. GENERAL MANAGERS. 15

EAST ASIATIC CO., LTD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD. ST. PETERSBURG & VLADIVOSTOCK.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, CHINGWANGTAO, YOKOHAMA and KOBE	"SIAM" ...	About 7th May
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"DOROTHY" ...	About 10th May
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"SIAM" ...	About 10th June
SHANGHAI, YOKOHAMA and KOBE	"SAN DOMINGO" ...	About 20th May
COPENHAGEN and St. PETERSBURG DIRECT	"PETRONIA" ...	About 15th June
YOKOHAMA and KOBE	"KITAI" ...	About 20th June

For Further Particulars, apply to MELCHERS & Co., AGENTS. Hongkong, 1st May, 1907. 9

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	PORT	SAILING DATE.
ZAFIRO	254	A. Fraser	Manila.	On 11th May, Noon.
RUBI	254	R. W. Almond	Manila.	On 18th May, Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., GENERAL MANAGER. Hongkong, 4th May, 1907. 15

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. Hongkong, 5th March, 1907. 16

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,806	E. V. Roberts	On 8th May
TREMONT	9,696	T. W. Garlick	On 8th June

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to—

QUEEN'S BUILDINGS. Hongkong, 4th March, 1907. DODWELL & CO., LIMITED, GENERAL AGENTS. 7

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "RHEANIA," "HAMBURG" and "HOHENSTAUEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardsess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD. FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.

STEAMSHIP	DATE
FOR SHANGHAI, KOBE, YOKOHAMA.	
SILESIA	2nd June
SCANDIA	2nd July
HAMBURG	1st August
RHEANIA	1st September
HOHENSTAUEN	1st October

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.

STEAMSHIP	DATE
FOR SHANGHAI, KOBE & YOKOHAMA	
SEGOWIA	9th May
ABERLOVE	20th May
AMERICA	27th May
SILESIA	2nd June

NEXT SAILINGS HOMEWARD: VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

BRISGAVIA ... HARVE, BREMEN & HAMBURG ... 17th May

SENEGAMBIA ... MARSEILLES, HAVRE, ANTWERP & HAMBURG ... 20th May

HOHENSTAUEN ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 20th May

SEGOWIA ... HAVRE & HAMBURG ... 14th June

COAST CHEFOO SERVICE. KOWLOON ... FOR TSINGTAO, CHEFOO, NAGASAKI & VLADIVOSTOCK ... 7th May

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rabatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, BESSINA, NAPLES, LEOHONY and GENOA, also YANKEE and THIRIST, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISOLIA," Captain Dodero, will be despatched as above on FRIDAY, the 10th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 1st May, 1907. 4

COMPAGNIE DES MESSEGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SATCON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZAR," Captain Allard, will be despatched for MARSEILLES on TUESDAY, the 14th May, at 1 p.m. Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo. Cargo also booked for principal places in Europe.

Next sailings will be as follows: S.S. "TOURNAI" ... 25th May. S.S. "OCEANIAN" ... 11th June. S.S. "AUSTRALIAN" ... 25th June. S.S. "CALEDONIAN" ... 9th July. S.S. "ERNEST SIMONS" ... 23rd July.

G. de CEMPEAUX, Agent. Hongkong, 1st May, 1907. 2

SOUTH AFRICAN LINE.

FOR DURBAN.

THE Steamship

"HELIOPOLIS," Captain Ketley, will be despatched as above on or about 15th May. For Freight, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 25th April, 1907. 913

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALAO and IQUIQUE via JAPAN PORTS, With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail.

"KASATO MARU" 6,100. 22nd May, Noon.

"GLENFARG" ... 4,000. Middle of July.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yok Building.

Hongkong, 15th April, 1907. 10

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

1907

S.S. "ERROLL" ... 16th May.

S.S. "SHIMOSA" ... 6th June.

S.S. "BRAEMAR" ... 28th June.

For Freight and further information, apply to DODWELL & CO., LTD. Agents.

Hongkong, 6th May, 1907. 737

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE,"

